SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

SUPPLEMENT No. 1

TO

TIME TABLE

FOR THE

PORTLAND DIVISION

To Take Effect Sunday, July 4th, 1915, at 12.01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT,
Vice President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

JUNCTION CITY SUBDIVISION

Supplement No. 1 to Time Table No. 86 July 4, 1915

Eastward | **Westward**

Capacity of Sidings in cars and location of water, fuel, telephone and turning stations.	Eastward: SECOND CLASS 238 Way Freight Leave Daily Ex. Sunday	Eastward: FIRST CLASS 144 Sea Shore Special Leave Daily	148 Motor Leave Daily	142 Passenger Leave Daily	146 Motor Leave Daily	Station Numbers	STATIONS	Distance from Hillsboro	Westward: FIRST CLASS 145 Motor Arrive Daily	141 Passenger Arrive Daily	147 Motor Arrive Daily	143 Sea Shore Special Arrive Daily	Westward: SECOND CLASS 237 Way Freight Arrive Daily Ex. Sunday
70 WYFP	7.50AM	4.30PM	12.55PM	11.00AM	7.30AM	91	DR TILLAMOOK	91.2	s 10.20AM	s 2.50PM	s 5.30PM	s 7.45PM	4.00PM
							4.5						
5	8.05	f 4.40	f 1.05	f 11.10	f 7.40	86	IDAVILLE (Spur)	86.7	f 10.06	f 2.36	f 5.16	f 7.32	3.42
							1.8						
24	8.12	s 4.45	s 1.10	s 11.16	s 7.45	84	D BAY CITY (Spur)	84.9	s 10.00	s 2.30	s 5.10	s 7.28	3.35
							1.9						
	8.17	f 4.50	f 1.16	f 11.22	f 7.51	82	HOBSONVILLE (No Sidg)	83.0	f 9.53	f 2.21	f 5.02	f 7.20	3.26
							1.5						
18	8.23	f **4.54**	f 1.21	f 11.27	f 7.56	81	D MIAMI	81.5	f 9.49	f **2.16**	f **4.54**	f 7.15	3.20
							1.2						
	8.30	s 4.59	s 1.25	s 11.32	s 8.00	80	GARIBALDI (No Sidg)	80.3	s 9.45	s 2.11	s 4.49	s 7.11	3.10
							1.4						
17	8.35	s 5.05	s 1.31	s 11.37	s 8.06	78	D BARVIEW	78.9	s 9.40	s 2.05	s 4.44	s 7.06	3.00
							2.0						
	8.42	f 5.10	f 1.37	f 11.44	f 8.12	76.8	OCEAN LAKE PARK	76.9	f 9.33	f 1.55	f 4.37	f 6.58	2.48
							0.2 (No Siding)						
2						76.5	TWIN ROCKS (Spur)	76.7					
							0.5						
	8.45	f 5.12	s 1.40	s 11.47	s 8.15	76	SALTAIR (No Siding)	76.2	s 9.30	s 1.52	s 4.34	f 6.56	2.45
							0.4						
2	8.50	s 5.16	s 1.43	s 11.51	s 8.18	75.8	D ROCKAWAY (Spur)	75.8	s 9.29	s 1.51	s 4.33	s 6.54	2.40
							0.7						
16	8.55	f 5.19	s **1.47**	s 11.53	s 8.20	75	LAKE LYTLE (Spur)	75.1	s 9.26	s **1.47**	s 4.30	f 6.51	2.35
							0.8						
2	9.00	f 5.22	f 1.51	f 11.56	f 8.22	74	MANHATTAN BEACH	74.3	f 9.23	f 1.45	f 4.28	f 6.49	2.30
							2.1 (Spur)						
24			f	f	f	72	JETTY	72.2	f	f	f		
							0.5						
15	**9.16**	f 5.30	f 1.59	f 12.05PM	f 8.30	71	BRIGHTON	71.7	f **9.16**	f 1.38	f 4.21	f 6.43	2.20
							3.0						
75 W	9.40	s 5.40	s **2.07**	¶ 12.15 12.25	s 8.38	68	D WHEELER	68.7	s 9.08	¶ 1.30 1.20	s 4.13	s 6.36	**2.07**
							2.5						
10 T	9.50	s 5.49	s 2.20PM	s 12.34	s 8.50AM	66	R MOHLER	66.2	9.00AM	s 1.12	4.05PM	s 6.28	1.30
							2.6						
12	10.00	5.57		12.42			KNUDSON (Spur)	63.6		1.05		6.21	1.15
							3.4						
25	10.15	f **6.11**		f **12.55**		60	BATTERSON	60.2		f **12.55**		f **6.11**	**12.55**
							5.2						
45	10.35	f 6.25		f 1.11		55	RECTOR (Spur)	55.0		f 12.39		f 5.57	12.15PM
							4.0						
4	10.55	f 6.37		f 1.23		51	SALMONBERRY (Spur)	51.0		f 12.27		f 5.46	11.45
							5.0						
25 T	**11.15**	f 6.52		s 1.39		46	ENRIGHT	46.0		s 12.12PM		f 5.29	**11.15**
							5.8						
10	**11.50**	f 7.12		f 2.00		40	MAYO	40.2		f **11.50**		f 5.09	10.45
							5.2						
50 WT	12.20PM	s 7.35		s 2.26		35	COCHRAN	35.0		s 11.30		s 4.50	10.20
							3.2						
8	12.40	7.47		f 2.41		32	WEDEBURG	31.8		f 11.10		4.35	9.50
							3.6						
33 WP	1.00	s 8.00		s 2.56		28	D TIMBER	28.2		s 10.55		s 4.23	9.30
							1.6						
14 Y	1.10	8.05		f 3.02		27	CASTOR CREEK	26.6		f 10.49		4.18	8.58
							3.1						
14	1.25	8.15		f 3.15		24	STRASSEL	23.5		f 10.35		4.08	8.45
							3.8						
25	1.45	f 8.27		f 3.27		20	SCOFIELD (Spur)	20.2		f 10.20		f 3.56	8.30
							1.3						
5				f		19	WIRF'S (Spur)	18.9		f			
							1.8						
225	2.00	8.38		f 3.38		17	HARE'S (Spur)	17.1		f 10.08		3.45	8.15
							0.8						
30 WYP	2.10	f 8.41		s **3.42**		16	D BUXTON	16.3		s 10.05		f **3.42**	8.10
							2.1						
20	2.20	8.46		f 3.48		14	MANNING (Spur)	14.2		f 9.58		3.35	7.55
							0.8						
4	2.25	8.48		f 3.50		13	CARSTENS (Spur)	13.4		f 9.56		3.33	7.52
							1.8						
3	2.35	8.52		f. 3.55		12	DAVIES (Spur)	11.6		f 9.51		3.29	7.46
							1.8						
15	2.45	f 8.56		s 4.02		10	D BANKS	9.8		s 9.46		f 3.25	7.40
							2.2						
7	2.55	9.01		f 4.08		8	ROY (Spur)	7.6		f 9.40		3.20	7.30
							2.4						
20	**3.15**	9.06		f 4.14		5	SCHEFFLIN	5.2		f 9.34		**3.15**	7.23
							1.0						
3	3.25	9.08		f 4.16		4	BAGLEY (Spur)	4.2		f 9.31		3.13	7.20
							3.8						
25		s 9.16		s 4.27		1	MAIN STREET	0.4		s 9.20		s 3.05	
							0.1						
							O. E. CROSSING	0.3					
							0.3						
40 WYPF	3.50PM	s 9.20PM		s 4.30PM		0	DR HILLSBORO	0.0		9.17AM		3.02PM	7.00AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(91.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(8.00) 11.40	(4.50) 18.86	(1.25) 17.64	(5.30) 17.10	(1.20) 18.07		Time Over District / Average Speed per Hour		(1.20) 18.07	(5.33) 16.93	(1.25) 17.64	(4.43) 19.31	(9.00) 10.14

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 146 is superior to No. 145, and No. 148 is superior to No. 147.

Additional flag stops: Maples, M. P. 56; Nehalem Falls, M. P. 57.9; Nigan, M. P. 62; Foley, M. P. 64.7; Nos. 141 and 142, Walcott, M. P. 24.2, and West Timber, M. P. 29.4; Nos. 145, 146, 147 and 148, Elmore Park, M. P. 76.1; and Juno, M. P. 87.8. All trains stop at Hall Street, Wheeler.

JUNCTION CITY SUBDIVISION

Eastward — **Westward**

Supplement No. 1 to Time Table No. 86, July 4, 1915

Eastward: SECOND CLASS 456 Freight — Lv. Daily Ex. Sun.	Eastward: SECOND CLASS 454 Freight — Lv. Tues., Thur., Sat.	Eastward: SECOND CLASS 450 Freight — Lv. Daily Ex. Sun.	Eastward: FIRST CLASS 410 Passenger — Leave Daily	Eastward: FIRST CLASS 418 Passenger — Leave Sunday only	Eastward: FIRST CLASS 408 Passenger — Leave Daily	Eastward: FIRST CLASS 416 Passenger — Lv. Daily Ex. Sunday	Eastward: FIRST CLASS 412 Passenger — Leave Sunday only	Eastward: FIRST CLASS 406 Passenger — Leave Daily Ex. Sunday	Eastward: FIRST CLASS 400 Passenger — Leave Daily Ex. Sunday	Eastward: FIRST CLASS 404 Passenger — Leave Daily	Distance from Yaquina	STATIONS	Station Numbers	Westward: FIRST CLASS 403 Mixed — Arrive Daily	Westward: FIRST CLASS 415 Passenger — Arrive Daily	Westward: FIRST CLASS 407 Passenger — Arrive Daily Ex. Sunday	Westward: FIRST CLASS 401 Passenger — Ar. Daily Ex. Sunday	Westward: FIRST CLASS 413 Passenger — Ar. Sunday only	Westward: FIRST CLASS 409 Passenger — Arrive Daily	Westward: SECOND CLASS 453 Freight — Ar. Mon., Wed., Fri.	Westward: SECOND CLASS 451 Freight — Ar. Daily Ex. Sunday	Westward: SECOND CLASS 457 Freight — Ar. Daily Ex. Sunday	Capacity of Sidings in cars and location of scales, water, fuel and turning stations.
	8.00AM			6.30PM		2.00PM			7.50AM		.0	DR YAQUINA	0		s 11.45AM		s 5.30PM			4.50PM			20 WTF
				s		s			f		2.5	OYSTERVILLE	3		s		f						
				f		f			f		5.2	MILL No. 4	5		f		f						
	8.40			s 6.55		s 2.25			s 8.16		9.0	D TOLEDO	9		s 11.20		s 5.05			4.15			19
				f		f			f		15.3	STORRS	15		f		f						W12
	9.20			s 7.21		s 2.51			f 8.41		18.0	ELK CITY	18		s 10.53		f 4.37			3.35			6
	9.32			s 7.29		s 2.59			f 8.48		20.9	MORRISON	21		s 10.45		f 4.29			3.25			14
	9.45			s 7.38		s **3.08**			f 8.56		24.0	CHITWOOD	24		s 10.36		f 4.19			**3.08**			13 W24.7
	10.20			s 7.54		s 3.24			f 9.11		29.3	EDDYVILLE	29		s **10.20**		f 4.04			2.35			12
	10.50			s 8.13		s **3.45**			f 9.29		36.0	NORTONS	36		s 10.00		f **3.45**			2.00			11 W
	11.10			s 8.28		s 4.00			f **9.45**		41.0	NASHVILLE	41		s **9.45**		f 3.30			1.35			17 T
	11.40			s 8.50		s 4.22			s 10.07		46.1	D SUMMIT	46		s 9.25		s 3.08			1.05			13 W44.5
				f		f			f		48.7	DEVITT	49		f		f						2
	11.59			s 9.05		s 4.37			s 10.23		51.5	BLODGETT	52		s 9.06		f 2.48			12.35PM			12
				f		f			f		52.6	ALDER	53		f		f						4 W
				f		f			f		56.2	HARRIS	56		f		f						
	12.30PM			s 9.26		s 4.58			f 10.45		58.7	WRENS	59		s 8.43		f 2.25			11.55			17
	12.55			f		f			f		64.5	NOON	64		f		f						W 63.9
	2.00		**8.10PM**	s 9.55		s 5.25			s **11.15**	7.25AM	66.0	DR PHILOMATH	66	s 7.10AM	s 8.20		s **2.00**		s **8.00PM**	**11.15**			21 W
11.00AM	2.50		s 8.30PM	s 10.15	6.15PM	s 5.45	11.40AM		s 11.40	s 7.50	71.2	DR CORVALLIS	71	s 6.50	s 8.05		s 1.40	s 1.35PM	s 7.45	10.00		1.00PM	WYF
11.05	2.55			s 10.20	s 6.20	s 5.50	s 11.50		s 11.50	s **7.55**	72.5	W. S. BRANCH CROSSING	73	s 6.30	s **7.55**		s 1.25	s 1.25	s 7.35	8.55		12.55	
11.20	3.10			f 10.30	f 6.30	f 6.00	f 11.59		f 11.59	f 8.05	77.4	GRANGER	77	f 6.15	f 7.45		f 1.15	f 1.15	f 7.25	8.40		12.40	25
				f	f	f	f		f	f	81.5	NORTH ALBANY	82	f	f		f	f	f				2
											83.2	MAIN LINE CROSSING	83										
11.40AM	3.30PM	7.00AM		s 10.45PM	s 6.45PM	s 6.15PM	s 12.20PM	8.30AM	s **12.20PM**	s **8.20**	83.3	DNR ALBANY	83	5.55AM	7.30AM	s 3.20PM	1.00PM	1.00PM	7.10PM	**8.20AM**	5.10PM	**12.20PM**	WTYOF
		7.25						f 8.49			89.5	BUSSARD	90			f 3.00					4.40		5
		7.45						s 8.58			92.6	THOMAS	93			s 2.51					4.30		5
		7.55						s 9.04			94.7	MUNKERS	95			s 2.45					4.20		24
		8.10						s 9.10			97.1	SHELBURN	97			s 2.38					4.10		9
		8.40						s 9.26			103.2	KINGSTON (W. S. Bch. Crsg.)	103			s 2.20					3.40		14
		9.20						s 9.57			111.6	LYONS	112			s 1.48					3.00		17 W
		9.35						f 10.05			114.8	FOX VALLEY	115			f 1.38					2.45		5
		9.40						s 10.08			116.0	GOOCH	116			s 1.34					2.40		9
		10.20						s **10.20**			118.9	DR MILL CITY	119			s 1.25					2.25		33 Y
		10.40						s 10.29			121.7	GATES	122			s 1.10					1.50		24
								f			123.5	MINTO	124			f							
		11.00						s 10.43			126.2	NIAGARA	126			s 12.55					1.30		4
		11.30						f 11.08			133.0	HALLS	133			f 12.29					1.00		31 W131
								f			136.2	BERRY	136			f							30
		11.45						f 11.19			136.3	BREITENBUSH	136			f 12.17					12.45		10
		12.12PM						¶ 11.25 11.50			138.0	DETROIT	138			s **12.12**					12.30		28 T
		12.20PM						s **12.05PM**			140.2	R HOOVER	140			**12.05PM**					**12.20PM**		17
Ar. Daily Ex. Sun.	Ar. Tue., Thur., Sat.	Ar. Daily Ex. Sun.	Arrive Daily	Arrive Sunday only	Arrive Daily	Ar. Daily Ex. Sunday	Arrive Sunday only	Arrive Daily Ex. Sunday	Arrlve Daily Ex. Sunday	Arrive Daily	140.2			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Sunday only	Leave Daily	Leave Mon. Wed., Fri.	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	
(0.40)	(7.30)	(5.20)	(0.20)	(4.15)	(0.30)	(4.15)	(0.40)	(3.35)	(4.30)	(0.55)		Time Over District		(1.15)	(4.15)	(3.15)	(4.30)	(0.35)	(0.50)	(8.30)	(4.50)	(0.40)	
18.15	11.14	10.73	15.60	19.60	24.20	19.60	18.25	15.83	18.51	18.87		Average Speed per Hour		13.84	19.60	17.55	18.51	20.33	20.71	9.80	11.77	18.15	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 406 is superior to No. 407; No. 450 is superior to No. 451.

Additional flag stops all trains; Leffler M. P. 101.7, Williams M. P. 107.5, Potter's Spur M. P. 117.4.

STANDARD CLOCKS.

Hillsboro. Timber. Tillamook. Yaquina.

WATCH INSPECTORS.

E. JENKINS, Local Watch Inspector.....Tillamook

BULLETIN STATIONS.

Hillsboro. Timber. Tillamook. Yaquina.

REGISTER EXCEPTIONS

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

AIR BRAKE TESTS AND INSPECTION.

Air brakes must be tested whenever the train line is broken as per air brake Rule 14. This test should also be made on all trains at Cochran and eastward trains at Timber. It is permissable to call for the plug with one long blast of the whistle.

The following points are designated for careful inspection of running gear, brake and draft rigging of trains by freight train crews: Timber, Cochran and Enright.

Train crews should make careful inspection of trains at any point where trains stop or at points where slow movement of train would permit trainmen to stand on ground and watch for defects as train is pulled past.

Retainers must be turned up on passenger and freight trains westward, from Cochran to Enright, from Summit to M. P. 41.5; eastward, from Cochran to Timber and Tunnel 1 to Buxton.

MANUAL BLOCK.

In addition to the movement of trains under rules and train orders a manual block is established between Miami and Barview between the hours of 7 a. m. and 6 p. m. daily except Sunday, and on Sunday when telegraphers are on duty.

All S. P. eastward trains must approach Miami Junction of standard and narrow gauge tracks prepared to stop if track is fouled by a narrow gauge train. All S. P. westward trains must approach Barview Junction of standard and narrow gauge tracks prepared to stop if track is fouled by a narrow gauge train.

Conductors and Enginemen of all trains, both standard and narrow gauge, must not occupy the main track between junction switch at Miami and junction switch at Barview until clearance is obtained stating thereon that block is clear, same to be written on bottom of clearance card in addition to other information required by the clearance, and then only provided such train has right or schedule to proceed as required by the Book of Rules.

Telegraphers at Miami and Barview will keep a block sheet showing arrival and departure of all trains at Miami and Barview and under no circumstances must telegrapher at Miami issue clearance to an eastward train indicating that block is clear until all westward trains reported out of Barview have cleared junction switch at Miami, and all eastward trains have cleared junction switch at Barview, neither must telegrapher at Barview issue clearance to a westward train indicating that block is clear until all eastward trains reported out of Miami have cleared the junction switch at Barview and all westward trains have cleared junction switch at Miami.

When an office is opened for business telegrapher must, before giving train a clear block, ascertain from dispatcher by train order whether or not all trains due have arrived and left, and if the track between Miami and Barview is clear of regular and extra trains. Upon complete of such order the block system between those points is then in effect until telegraphers are simultaneously excused by the dispatcher after the block is clear.

Telegraphers must observe all passing trains and note whether they are complete and in order and the markers properly displayed before reporting same.

Information relative to blocking trains between those points has preference over all train orders and messages.

SPEED RESTRICTIONS.

Trains must not exceed speed of 25 miles per hour around curves of 7 to 10 degrees, and 20 miles per hour on curves of 10 degrees or over.

Trains handling steam wrecking crane must not exceed 18 miles per hour.

Trains must be under control when descending grades, approaching bluffs or other points where slides are liable to occur.

Engines running backwards between Buxton and Wheeler must not exceed ten miles per hour. Between Buxton and Hillsboro, between Wheeler and Tillamook and between Hoover and Yaquina, fifteen miles per hour.

On Yaquina Branch trains must reduce speed to 12 miles per hour through tunnels, over bridge 60, over reverse curve at west end of bridge 102, between mileage 106 and 107, and at mileage 124¾, and to 6 miles per hour over spans South Santiam River Bridge.

12 miles per hour over approaches to Willamette River Bridge, Albany. Call for signal and stop before reaching the river span unless proceed signal is received from bridge watchman, and do not proceed until such signal is received. Trains must reduce speed to six miles per hour over river span and draw.

Reduce speed to 12 miles per hour through City limits of Philomath.

The following speed table is for information of engineers and must not be considered in any way to authorize exceeding speed limits specified above:

	Passenger and Light Engines	Freight
Hillsboro-Buxton	30	20
Buxton-Enright	20	15
Enright-Wheeler	25	20
Wheeler-Tillamook	30	20
Yaquina-Corvallis	25	18
Corvallis-Albany	35	20
Albany-Gates	25	18
Gates-Hoover	20	15

LIST OF STRUCTURES THAT HAVE AN OVERHEAD CLEARANCE OF LESS THAN 22′ 0″ AND A SIDE CLEARANCE OF LESS THAN 6′ 0″ FROM NEAREST RAIL.

Mile Post	Between	Clearance Overhead	Clearance Side	Obstruction
89-B	Idaville-Tillamook	19.0	15.0	Wilson R. Xing.
87-B	Idaville-Tillamook	19.0	15.0	Kelchis R. Xing.
83	Hobsonville-Bay City	21.8	.....	Tunnel No. 13.
81-F	Miami-Hobsonville	19.0	15.0	Miami R. Xing.
65-F	Batterson-Mohler	19.2	15.0	2nd Xing Nehalem R.
50-E	Salmonberry-Rector	19.2	15.0	1st Xing Nehalem R.
50-B	Enright-Salmonberry	21.9	15.0	9th Xing Salmonberry R.
49-B	Enright-Salmonberry	20.1	15.0	8th Xing Salmonberry R.
47-A	Enright-Salmonberry	18.5	14.0	7th Xing Salmonberry R.
45.8	Mayo-Enright	21.7	.....	Tunnel No. 12.
45	Mayo-Enright	21.9	.....	Tunnel No. 11.
43	Mayo-Enright	21.8	.....	Tunnel No. 9.
41-H	Mayo-Enright	18.2	14.6	6th Xing Salmonberry R.
41-G	Mayo-Enright	20.8	14.5	5th Xing Salmonberry R.
41-F	Mayo-Enright	18.8	14.5	4th Xing Salmonberry R.
41	Mayo-Enright	21.3	.....	Tunnel No. 5.
41-B	Mayo-Enright	21.8	14.0	3rd Xing Salmonberry R.
41-A	Mayo-Enright	20.6	14.4	2nd Xing Salmonberry R.
40-H	Mayo-Enright	20.6	14.6	1st Xing Salmonberry R.
40	Mayo-Enright	21.4	.....	Tunnel No. 4.
38	Cochran-Mayo	21.5	16.8	Tunnel No. 3.
36	Cochran-Mayo	21.9	.....	Tunnel No. 2.
24	Walcott-Castor Creek	21.4	.....	Tunnel No. 1.

YARDS.

All trains must be under control within yard limits as listed below; see Rule 93:

HILLSBORO.
BUXTON.
TIMBER.
COCHRAN
ENRIGHT
MOHLER.
WHEELER.
TILLAMOOK.
MILL CITY (Mill City yard limits extend from yard sign 2,355 feet west of P. L. Co.'s
YAQUINA Spur to yard sign 4,455 feet east of east switch.)

LOCATION OF WATER TANKS BETWEEN STATIONS.

Tillamook Branch: M. P. 53.7 and M. P. 42.5.

MISCELLANEOUS.

All trains will stop and examine Trestle 19-A, just west of Mile Post 19, between Wirfs and Scofield, before passing over same, unless watchman is on hand and gives proceed signal.

Tonnage of any train must not exceed 90 M's per operative brake between Enright and Timber.

Engines in helper service must not be coupled tender to tender.

All employes should put forth careful and painstaking effort to avoid fires during the dry season, be on the look-out for fires and report them promptly. Trainmen should particularly watch for fires from rear end of train.

Engineers operating Stephens type engines, class T-6, must see that they have a full boiler of water before pitching over summits. Crown sheet on this class of engine straight and if proper care is not exercised it will result in dropping of fusible plug.

Trains must stop before crossing Van Buren St. at foot of Willamette River Wagon Bridge, Corvallis.

Before switching on the river track at Mill City engineer will sound 2 long and 1 short blast of the steam whistle as a signal for the lift bridges. When through using this track engineer will sound 1 short and 2 long blasts of the steam whistle.

COMMERCIAL SPURS NOT SHOWN ON TIME TABLE.

Tillamook Branch:

Walcott Mile Post 24.2.
West Timber Mile Post 29.4.
McAboy Mile Post 56.
Seaview 800 feet west Lake Lytle.

Yaquina Branch:

Altree Mile Post 8.0.
Garrow Mile Post 53.8.
Russel Mile Post 57.0.
Flynn Mile Psot 65.0.
South Santiam Mile Post 91.5.
Kiphart Mile Post 105.2.
Payne Mile Post 107.3.
Williams Mile Post 107.5.
Livesay Mile Post 120.3.
Schroeder Mile Post 122.6.
Granite Mountain Mile Post 132.2.

RATING OF LOCOMOTIVES IN M's.

CLASS	ENGINE No.	WESTWARD	M's.
		Hillsboro to Buxton	1200
		Buxton to Timber	500
		Timber to Enright	300
		Enright to Tillamook	1500
T-57 18/24 88	2130 to 2148		
T-63 18/30 77	2194 to 2206		
TW-57 20/30 114	2926		
TW-57 20/30 122	2929		
TW-57 20/30 120	2931		
TW-51 20-29/26 120	2932		
TW-51 20-29/26 120	2940		
		Hillsboro to Buxton	1700
		Buxton to Timber	700
		Timber to Enright	500
		Enright to Tillamook	2000
		EASTWARD	
		Tillamook to Enright	700
		Enright to Timber	300
		Timber to Buxton	850
		Buxton to Hillsboro	1500
T-57 18/24 88	2130 to 2148		
T-63 18/30 77	2194 to 2206		
TW-57 20/30 114	2926		
TW-57 20/30 112	2929		
TW-57 20/30 122	2931		
TW-51 20-29/26 120	2932		
TW-51 20-29/26 120	2940		
		Tillamook to Enright	1000
		Enright to Timber	500
		Timber to Buxton	1200
		Buxton to Hillsboro	2000

LIST OF SURGEONS, HOSPITAL DEPARTMENT.

Name.	Title.	Location.	District.
DR. W. B. MUNFORD	Emergency Surgeon	Banks	
DR. H. E. RINEHART.	District Surgeon	Wheeler	
DR. R. T. BOALS	District Surgeon	Tillamook	Tillamook to Buxton.